

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-271-13
Relating to Exemptions Under Section 27156
of the Vehicle Code

KENNE BELL, INC.
TS SERIES SUPERCHARGER

Pursuant to the authority vested in the Air Resources Board by Section 27156 of the Vehicle Code; and

Pursuant to the authority vested in the undersigned by Section 39515 and Section 39516 of the Health and Safety Code and Executive Order G-02-003;

IT IS ORDERED AND RESOLVED: That the installation of the TS Series Supercharger, manufactured and marketed by Kenne Bell, Inc., 10743 Bell Court, Rancho Cucamonga, California, 91730 has been found not to reduce the effectiveness of the applicable vehicle pollution control system and, therefore, is exempt from the prohibitions of Section 27156 of the Vehicle Code for the Chrysler and Ford vehicles listed in Exhibit A, which is attached hereto and incorporated herein. **2001 through 2003 model-year Chrysler trucks that have been certified to a ULEV emission standard and/or the Supplemental Federal Test Procedure (SFTP) emission standards are excluded.**

The TS Series Supercharger includes the following main components: A twin screw type supercharger and an intake manifold. Additional components, as listed in Exhibit A, include an ECU chip or an optimizer, an auxiliary fuel injector, and/or a fuel management booster.

This Executive Order is valid provided that the installation instructions for the supercharger will not recommend tuning the vehicle to specifications different from those of the vehicle manufacturer.

This Executive Order shall not apply to any Kenne Bell, Inc. TS Series Supercharger advertised, offered for sale, sold with, or installed on a new motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

Changes made to the design or operating conditions of the supercharger, as exempt by the Air Resources Board, which adversely affect the performance of the vehicle's pollution control system shall invalidate this Executive Order.

Marketing of the supercharger using any identification other than that shown in this Executive Order or marketing of the supercharger for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board. Exemption of the supercharger shall not be construed as exemption to sell, offer for sale, or advertise any component of the kit as an individual device.

This Executive Order does not constitute any opinion as to the effect the use of the supercharger may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on previously submitted emissions test data generated on a 1999 model-year 5.4L Ford Expedition and 4.7L Jeep Grand Cherokee, certified to the Low Emission Vehicle standards. The vehicles in the modified configuration met the applicable emission standards. Testing consisted of one Cold Start CVS-75 Federal Test Procedures in the modified configuration. The following test results are in grams per mile with deterioration factors applied:

	5.4L Expedition				4.7L Grand Cherokee			
	NMOG	CO	NOX	HCHO	NMOG	CO	NOX	HCHO
Standard	0.195	5.0	0.6	0.022	0.100	4.4	0.4	0.018
Device	0.111	1.5	0.1	0.002	0.100	1.6	0.04	0.012

This Executive Order is also based on an On Board Diagnostic II (OBD II) testing conducted on the same vehicles. Test data showed that the supercharger when installed on the vehicles did not affect the vehicle's ability to perform its OBD II monitoring.

However, the ARB finds that reasonable grounds exist to believe that use of the Kenne Bell supercharger may adversely affect emissions of motor vehicles when operating under conditions outside the parameters of the previously prescribed test procedures. Accordingly, the ARB reserves the right to conduct additional emission tests, in the future, as such tests are developed, that will more adequately measure emissions from all cycle phases. If such test results demonstrate that the supercharger adversely affects emissions during off-cycle conditions (defined as those conditions which are beyond the parameters of the Cold-Start CVS-75 Federal Test Procedure), this Executive Order shall be effectively rescinded as of the date the test results are validated. Further, if such test results or other evidence provides the ARB with reason to suspect that the supercharger will affect the durability of the emission control systems, Kenne Bell shall be required to submit durability data to show that the durability of the vehicle emission control system is not, in fact, affected and/or that the add-on or modified part demonstrates adequate durability.

In addition to the foregoing, the ARB reserves the right in the future to review this Executive Order and the exemption provided herein to assure that the exempted add-on or modified part continues to meet the standards and procedures of Title 13, California Code of Regulations, Section 2222, et seq.

THIS EXECUTIVE ORDER DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF KENNE BELL, INC.'S SUPERCHARGER.

No claim of any kind, such as "Approved by the Air Resources Board", may be made with respect to the action taken herein in any advertising or other oral or written communication.

Violation of any of the above conditions shall be grounds for revocation of this order. The order may be revoked only after a ten-day written notice of intention to revoke the order, in which period the holder of the order may request in writing a hearing to contest the proposed revocation. If a hearing is requested, it shall be held within ten days of receipt of the request and the order may not be revoked until a determination is made after the hearing that grounds for revocation exist.

Executed at El Monte, California, this 7TH day of May 2003.



Allen Lyons, Chief
Mobile Source Operations Division

Exhibit A

FORD			NEW INTAKE MANIFOLD	ENGINE DISPLACEMENT	PULLEY SIZE		FMU	CHIP or OPTIMIZER	AUXILIARY INJECTOR
PART NOS.	YEAR	MODEL			6 PSI	8 PSI			
TS1000 SERIES	1986-93	MUSTANG GT	X	5.0	2.38	2.16	X		
TS1000 SERIES	1986	MERCURY CABRIS	X	5.0	2.38	2.16	X		
TS1000 SERIES	1986-93	MUSTANG COBRA	X	5.0	2.38	2.16	X		
TS1000 SERIES	1994-95	MUSTANG GT	X	5.0	2.75	2.50	X		
TS1000 SERIES	1994-95	MUSTANG COBRA	X	5.0	2.38	2.16	X		
TS1000 SERIES	1986-91	LINCOLN	X	5.0	2.38	2.16	X		
TS1000 SERIES	1989-93	T-BIRD	X	5.0	2.38	2.16	X		
TS1000 SERIES	1986-99	LA FORZA	X	5.0	2.38	2.16	X		
TS1000 SERIES	1994-03	MUSTANG GT	X	4.6	3	2.625	X	X	
TS1000 SERIES	1996-03	MUSTANG COBRA	X	4.6	3	2.625	X	X	
TS1000 SERIES	1992-00	LINCOLN	X	4.6	3	2.625	X	X	
TS1000 SERIES	1992-97	T-BIRD	X	4.6	3	2.625	X	X	
TS1000 SERIES	1992-00	CROWN VICTORIA	X	4.6	3	2.625	X	X	
TS1000 SERIES	1999-03	COBRA	X	5.4	2.5	2.25	X	X	
TS5000 SERIES	1996-02	TRUCKS, SUV'S	X	4.6	3.125		X	X	
TS5000 SERIES	1996-02	TRUCKS, SUV'S	X	5.4	2.75		X	X	
TS5000 SERIES	1999-02	TRUCK'S, SUV'S (NAVIGATOR)	X	5.4 4V	2.75		X	X	
TS5000 SERIES	1999-03	TRUCKS, SUV'S	X	6.8	2.5		X	X	
TS4000 SERIES	1989-96	E&F SERIES TRUCKS & VANS	X	5.0	2.785		X		
TS3000 SERIES	1989-96	E&F SERIES TRUCKS & VAN'S	X	5.8	2.625		X		
TS2000 SERIES	1989-96	E&F SERIES TRUCKS, VANS & MOTORHOME	X	7.5	2.125		X		
TS2000 SERIES	1996-99	EXPLORER	X	5.0	2.785		X		
TS2000 SERIES	1991-99	EXPLORER	X	4.0	2.785		X		
TS2000 SERIES	1991-99	RANGER	X	4.0	2.785		X		
TS2000 SERIES	1997-99	RANGER	X	5.0	2.785		X		
CHRYSLER			NEW INTAKE MANIFOLD	ENGINE DISPLACEMENT	PULLEY SIZE		FMU	CHIP or OPTIMIZER	AUXILIARY INJECTOR
PART NOS.	YEAR	MODEL			6 PSI	8 PSI			
TS7000 SERIES	1994-03	DURANGO, DAKOTA, RAM VAN		3.9	3.2			X	X
TS7000 SERIES	1999-03	JEEP GRAND CHEROKEE, DAKOTA RAM	X	4.7	3.0		X	X	X
TS7000 SERIES	1994-03	DURANGO, DAKOTA, RAM VAN		5.2	2.8			X	X
TS7000 SERIES	1994-03	DURANGO, DAKOTA, RAM, RAM VAN, GRAND CHEROKEE		5.9	2.6			X	X
TS7000 SERIES	1991-03	VIPER		8.0	2.2		X	X	X
TS7000 SERIES	1991-03	RAM		8.0	2.2		X	X	X

2001 through 2003 model-year Chrysler trucks with the following engine families, that have been certified to a ULEV emission standard and/or the Supplemental Federal Test Procedure (SFTP) emission standards, are excluded: 1CRXA0287H41, 1CRXA0360H41, 1CRXA0360J41, 1CRXA0360K41, 2CRXA360J40, 2CRXA360H40, 2CRXA0360H41, 2CRXA0287H41, 2CRXA0287H40, 2CRXT04.72D0, 2CRXA0239H41, 3CRXA0360H40, 3CRXA287J40, 3CRXA287H40, 3CRXA287H41, 3CRXT04.72D1, AND 3CRXT04.72D0.